THE T ARRIVES IN MEDFORD

SEPTEMBER 1975

BOARD OF DIRECTORS

Robert R. Kiley
Chairman

Forrest I. Neal, Jr.
John J. McCarthy
Richard D. Buck
Guido R. Perera, Jr.

Welcome to the MBTA's newest station!

Wellington Station, in Medford, represents the Authority's continuing efforts to provide modern, economical and non-polluting electrified rail transit to another community in the MBTA District.

From this station, downtown Boston (Washington Station) is only about eight minutes away and Forest Hills Station, the southern end of the line, about 28 minutes away. Four-car trains leave here every four minutes during the commuter rush hours and every eight minutes in the off-peak hours.

Easily accessible from Routes 16 and 28, the new Station with a 900-car parking lot and exclusive busway is part of the federally-aided Wellington Complex whose pleasing architecture considerably enhances the environment along Revere Beach Parkway and the vicinity of Wellington Circle. Other buildings on the 18-acre site that was formerly a rubbish disposal area are the Shops Building for the maintenance and repair of the entire Orange Line fleet of rapid transit cars; a signal tower, a direct current substation that supplies power for the third rail; an alternating current substation that supplies electricity for all the buildings in the complex, and two circuit breaker houses.

Wellington Station is the fourth station to be opened for revenue service on the 6.1-mile Haymarket-North Extension. Next will be Malden Center Station, later this year, and Oak Grove Station, near the Malden-Melrose boundary, in the Fall of 1976.

The Authority is pleased to have you aboard.

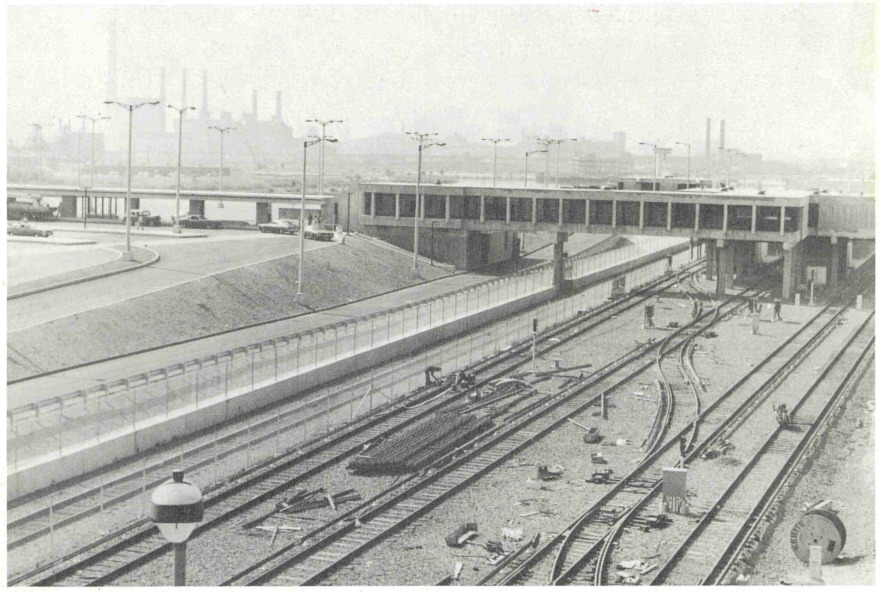
September 1975

Robert R. Kiley
Chairman

1972

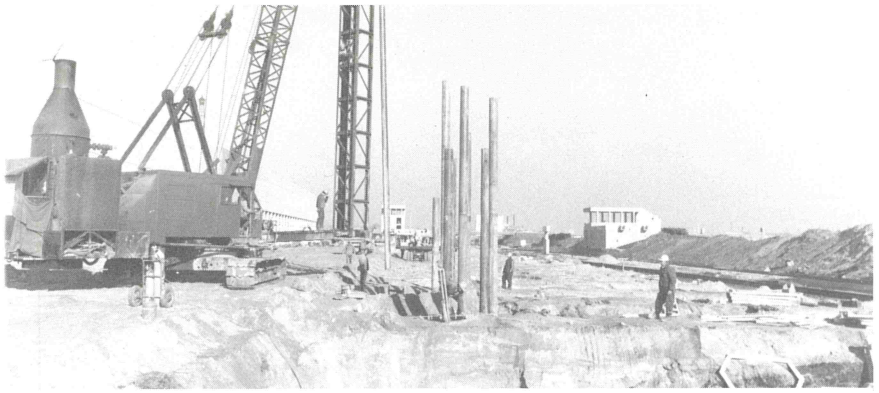
Part of the 18-acre site, formerly a rubbish disposal area, is prepared for the Wellington Complex at Revere Beach Parkway, Medford.

1975

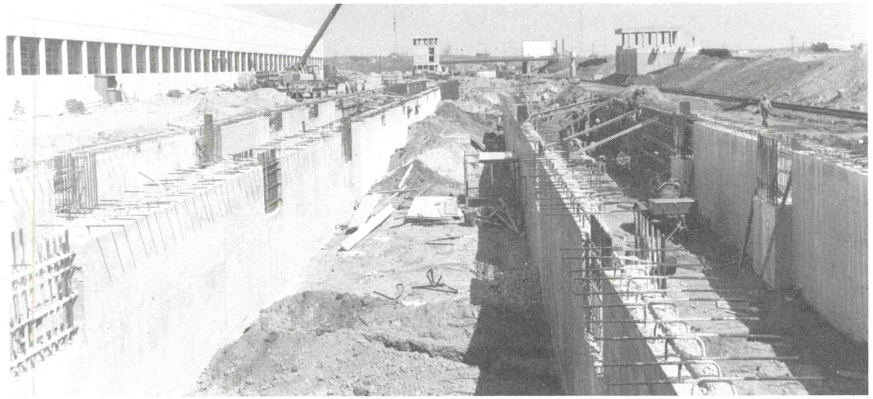


Wellington Station, fourth station on the six-station Haymarket-North Extension of the Orange Line, is ready to be opened for revenue service.

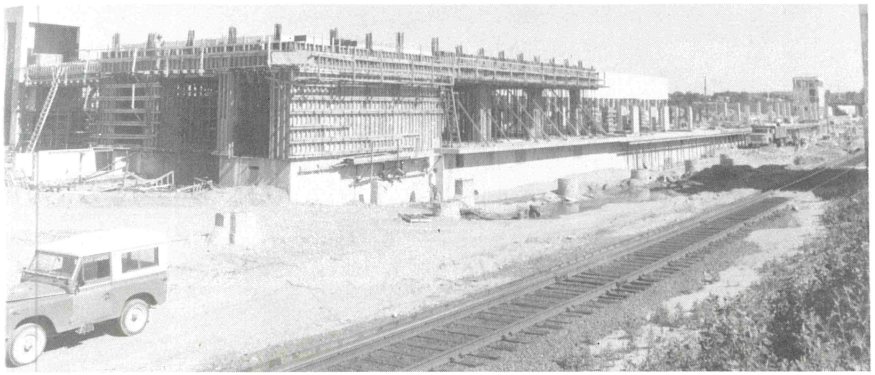
WELLINGTON STATION



Some of the 960 piles driven 80 to 90 feet deep for the foundations for Wellington Station, the Maintenance and Repair Facility, and other buildings in the Complex.



Grade beams are built for the station platform. In the center, the roadbed is under construction for the track that runs through the center of the station. At the left is the 460-foot long, 242-foot wide Maintenance and Repair Facility, dedicated July 15, 1975.



Wellington Station takes shape. The signal tower is in the right background. Boston & Maine track for commuter and freight trains is in the foreground.

Control house and access to station platforms, via stairways and escalators, is under construction, right. At the far end of the platforms are the crew quarters and passageway to the Maintenance and Repair Facility. B&M track runs alongside the D.C. Substation, left rear.

Nearing completion are the station platforms and crew quarters. In the right background is the completed Maintenance and Repair Facility.

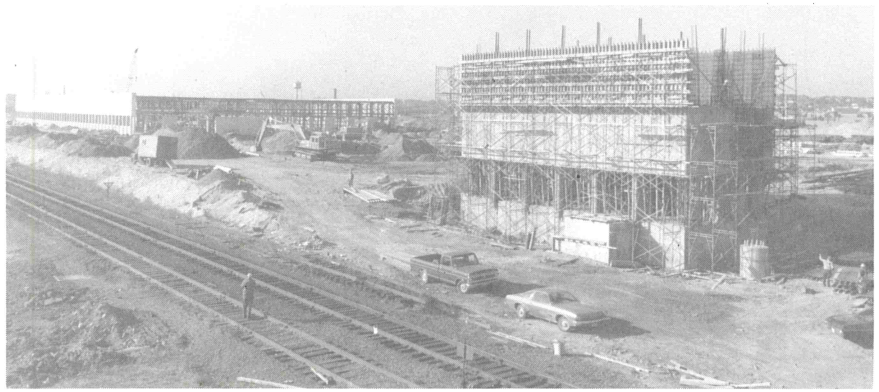
The three-track rapid transit line enters Wellington Station. Third rail power was turned on August 19, electrifying the line from Sullivan Square Station, over the Edward Dana Bridge, to the new station and storage yard.

Aerial view of the Wellington Complex, Edward Dana Bridge across the Mystic River, and Boston's skyline.

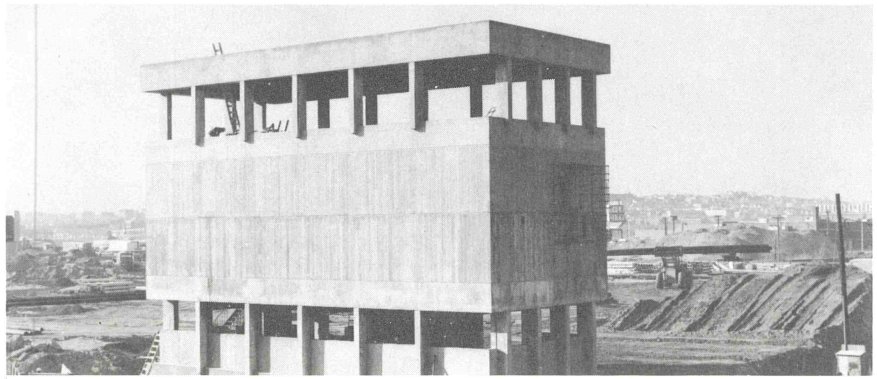
(Photo courtesy of the Wellington Joint Redevelopment Committee)

SIGNAL TOWER AND SHOPS BUILDING

Form work is underway on the signal tower, foreground. In the background, steel has been erected for the Maintenance and Repair Facility.



Concrete wall panels are in place on the east side of the Maintenance and Repair Facility, left, as the signal tower takes shape.

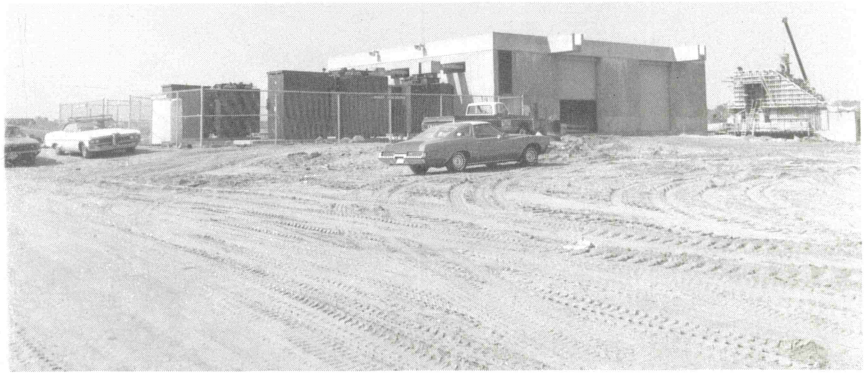


Signal tower nears completion.

SUBSTATIONS

Under construction is the A.C. Substation, which, now completed, is supplying electricity for all of the buildings in the Wellington Complex.

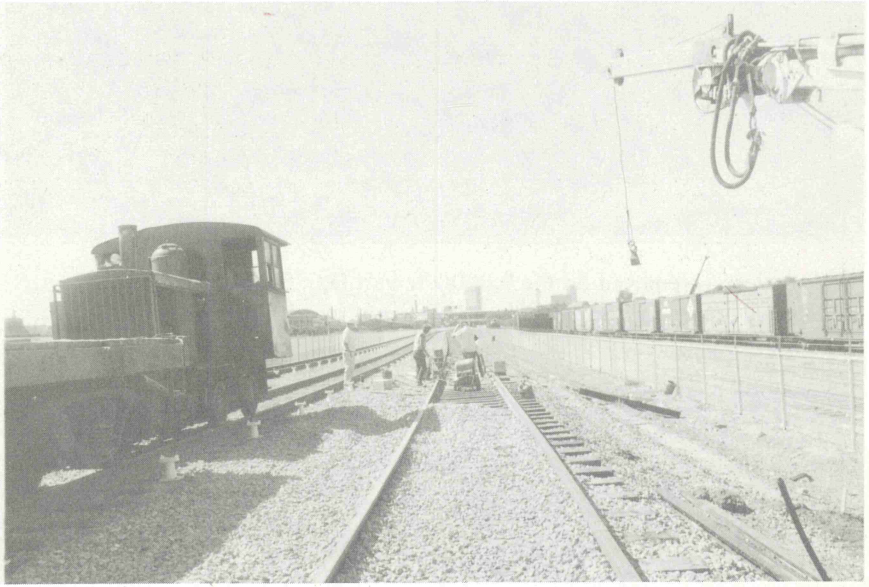
Staging is removed on the 9,000-kilowatt D.C. Substation which provides power for the third rail of the rapid transit line and storage yard tracks.



D.C. Substation is completed.

HERE COMES THE T

The roadbed for the rapid transit line is prepared north of the Edward Dana Bridge, dedicated June 15, 1973. At the right is one of two circuit breaker houses.



Ballast is down and all-welded bi-metallic rail (steel onto which aluminum is bolted to each side for improved conductivity) is being installed at Wellington. Use of the bi-metallic rail is a "first" for the Authority.

THE T IS IN MEDFORD . . .
NOW, ON TO MALDEN

SOURCE OF FUNDS
for
Haymarket-North Extension
between Haymarket Station and Wellington Station,
including demolition of the elevated structure in
Boston (North End and Charlestown) and Everett

U.S. DEPARTMENT OF TRANSPORTATION	$ 38,158,200
MBTA BOND ISSUE	51,017,800
BOSTON REDEVELOPMENT AUTHORITY	12,000,000
TOTAL	$101,176,000

GENERAL CONTRACTORS

J.F. WHITE CONTRACTING COMPANY	site and utilities work and construction of all buildings
M. DeMATTEO CONSTRUCTION COMPANY	site work and construction of parking lot, busway, and access roads
PERINI CORPORATION	construction of main line and third rail tracks
HORN CONSTRUCTION COMPANY	yard tracks
WESTINGHOUSE AIR BRAKE COMPANY	signals
LORD ELECTRIC COMPANY and MASSACHUSETTS ELECTRIC CONSTRUCTION COMPANY	D.C. substation equipment

DESIGN ENGINEER

COL. S.H. BINGHAM ASSOCIATES

Warren J. Higgins
Director of Construction

John F. Dunne
Manager of Construction

HAYMARKET-NORTH PROJECT STAFF

Francis M. Keville, *Project Manager*
V. Peter Tsarides, *Assistant Project Manager*

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Edward H. Blanchard
Lawrence T. Broderick
Vincent A. Bucci
William R. Buckley
Richard H. Burditt
John W. Callanan
Sarah A. Campbell
Alfred P. Centofanti
Charles R. Condon
James J. Cotter
James B. Cox
Edward F. Dawson
Steve G. Demos
William T. Donovan
Richard P. Doyle
James J. Dyer
Mary T. Evans
Leo P. Feeney
Walter E. Ford
William J. Gill
Robert J. Hearn
Ralph W. Hill
Walter J. Hope
Alfred Jardim
Patrick J. Joyce
Wallace E. Keefe
John P. Kiersey
Donald E. King
George V. Lazzaro
Jacqueline Lanza
Charles F. Madden
James F. Martin
Thomas M. McAlerney
John J. McCall
Robert E. McCarron
Thomas McGillvray
William A. McNall
James F. McPhee
Frank L. McShane
Stephen J. Murdock
David F. Murley
George W. Murphy
Martin J. Murray
Thomas P. Nee
William E. Norton
William G. Norton
Raymond A. O'Toole
Edward J. Rowe
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William Sherlock
Thomas K. Sliney
George H. Smith, Jr.
Thomas P. Snelders
Richard J. Sullivan
Mario D. Ursino
James J. Vey
Roy E. Weldon
Robert F. Wheeler
Arthur G. Zahka

SUPPORTING STAFF

Charles W. Appley
Thomas F. Carty
William S. Casey
Richard J. Dempsey
Mila B. Dixon
Matthew V. Donovan
David Elgart
Thomas J. Fallon
Donald M. Graham
Robert D. MacKay
James E. Miller
Thomas B. Muldoon
Carolyn E. Myerow
Mary F. Norton
Gino L. Palmacci
Richard C. Tangard
Leonard J. Walsh
John I. Williams

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